

THE REFORM MAYOR

No one knows better than Mayor Weir the truth of the statements made in last week's COURIER relative to the interest of Mayor Weir's reform police force in the election of Fred Miller, and the efforts of members of the police force in his behalf.

That THE COURIER touched the mayor in a vital spot is evident from the asperity displayed by his Honor, and his perfunctory denial will fail to convince anybody.

"If Officer Kucera distributed tickets at the station as stated, he did an improper act, and such work on the part of any officer in the interest of any candidate is hereby forbidden."

This is the language of the mayor, who induces the other two members of the excise board to sign a statement with him.

Kucera most emphatically did do just what THE COURIER said he did, and that Mayor Weir knows he did is clearly manifest from his rejoinder.

There is no attempt at denial in this instance; the mayor says if Kucera did as was reported, it was unlawful, and an order is immediately issued forbidding such practices in the future.

Those persons who are interested in the matter are fully aware of the extent of the fire and police force's participation in Fred Miller's campaign, and what the mayor says confirms the suspicion which has been entertained by the public generally.

As a matter of fact there has not been an administration in years for which so many promises have been made, and which has yielded so little in fulfillment.

There was a time, not so very far back, when a great many people were disposed to give Mayor Weir credit for being an honest, sincere man; but the mayor is better known now, and he is known to be a demagogic trickster, whose reform professions and much paraded vetoes are but windy bubbles designed to fool the credulous.

Mayor Weir has not justified the expectations of his friends. He has bunkoed the public.

He has of late had a good deal to say about the good people who elected him.

Undoubtedly there were hundreds of the best citizens of Lincoln who voted for Weir; but Mayor Weir knows and nearly everybody else in this city knows that he was elected through the efforts of a certain well known railroad corporation, a corporation that has had a good deal of business with the city since the last mayoralty election. There is a very large sized presumption that the railroad company had a pretty accurate foreknowledge of what the mayor's course would be, else its officials would not have exerted themselves so strenuously in his behalf.

That the railroad company acknowledges its obligation to Mayor Weir may be seen from the refusal of the general passenger agent of the company to surrender or make public a certain very interesting, but not conspicuously creditable letter which Mayor Weir wrote to the local passenger agent of the railroad company referred to, and which was referred to the general passenger agent, who on Tuesday afternoon in his own private office in a city not quite 1,000 miles from Lincoln admitted to a COURIER representative having received the letter, but urbanely refused to surrender it, "because it wouldn't do."

Weir's pious reform professions are well known. Like all reformers of his class he has in public, the most abject abhorrence for railroad influence and passes, and like other reformers of his class he endeavors to secure all of the railroad influence and all of the railroad passes he can get.

About the time of the grand lodge of Odd Fellows in this city, a few weeks ago, Mayor Weir, who is at the head of the order in this state, addressed a letter to the local ticket agent, in which he stated that if the agent would issue an annual pass for himself, good to Chicago, and another for his wife, and would agree to "take care" of a few other persons whom he, Weir, would designate, then he, Weir, would declare this the official road of the order of the Odd Fellows.

The provisions of the inter-state commerce law are very precise in this respect. To have acceded to Mayor Weir's request would have been unlawful. The general passenger agent, accordingly refused, much to the mayor's chagrin.

A few days later the following notice appeared in the State Journal:

I. O. O. F.

Office of Grand Master, Grand Lodge, I. O. O. F., Jurisdiction of Nebraska, LINCOLN, NEB., Sept. 18, 1893. Officers and Members of the Order: After full and careful consideration of all the interests, conditions, and facts involved I have decided to designate as the headquarters or official line the Chicago, Rock Island & Pacific railway.

The grand master will leave on the train which starts from Lincoln at 3:15 o'clock in the afternoon on Saturday, September 23, and will be specially pleased to have as many of the members of the order and their friends as can make it convenient to do so, to arrange to take this train and accompany him. This line affords special conveniences for those who live in Omaha, Lincoln, Beatrice, Fairbury and intermediate

points, and for those who wish to stop at Englewood which is within a few blocks of the grounds. Rooms can be secured at Englewood or at intermediate points between there and the grounds.

For rates, accommodations and all other information regarding above, call at Rock Island city ticket office, 1045 O street, corner Eleventh, Lincoln.

A. H. Weir, Grand Master.

The mayor says, "AFTER FULL AND CAREFUL CONSIDERATION OF ALL THE INTERESTS, CONDITIONS AND FACTS INVOLVED," he has decided to designate the Rock Island the official route.

There is plausibility in the supposition that one or more annual passes constituted some of the "facts involved."

The mayor was very anxious to make the arrangement with the other road, but failing to secure the concessions he demanded, he finds that the Rock Island "affords special conveniences."

A compliance with such a request as Mayor Weir made to the railroad company first referred to, would have necessitated a violation of the inter-state commerce law, and made the railroad company liable to heavy penalties.

There is just one loop-hole. The railroad company would perhaps have been justified in issuing the passes and concessions to an employee for services rendered. Does Mayor Weir, with all of his populist professions, wish to be considered in the light of an employee of the railroad company?

Somehow a "full and careful consideration of all the facts involved" does not throw a very favorable light upon the record of the so-called reformer, A. H. Weir.

Some people have not yet ceased wondering at a very peculiar ruling of the mayor in the viaduct case.

It will be remembered that the appraisers appointed by the mayor to ascertain the amount of the prospective damage done to property owners by the erection of the viaduct, agreed on the sum of \$18,000. Then came the injunction proceedings, and a new set of appraisers were appointed by the county court. This time the manifestly excessive amount of \$34,000 was the result, a figure generally admitted to be unreasonable.

W. R. Kelley, solicitor for the Union Pacific Railway company, said that from the taxpayer's standpoint, the second appraisal was out of all reason.

There was a motion made in the city council to appeal from the second appraisal, which was carried by a vote of 7 to 5.

But the mayor declared it lost, holding that eight votes were required to carry the motion.

The question that arose at that time and which is still unanswered is, Why did the mayor declare the motion to appeal from an excessive appraisal lost, and where did he get his authority for such a ruling?

The one section of the municipal code referring to votes and majorities is as follows:

On the passage or adoption of every resolution or order to enter into a contract, or accepting of work done under contract, by the mayor or council, the yeas and nays shall be called and recorded, and to pass or adopt any by-laws, ordinance, or any such resolution or order, a concurrence of a majority of the whole number of members elected to the council shall be required.

The motion to appeal did not come under the meaning of this section.

The queer things in connection with Mayor Weir and his administration are too numerous to mention.

Looking Ahead.

A young man of peculiar propensities rushed up to the ticket agent in the railroad station one day last week and said in a snaky excited voice:

"Is that the train for Springfield?"

"Yes, sir," responded the agent.

"Does it always stand on that second track?"

"Yes, sir; the Springfield train always stands on the same track."

"Well, what time does it go?"

"You have just seven minutes."

"Does it always go exactly on the scratch?"

"Yes, usually, unless something is wrong."

"How much is a ticket to Worcester?"

"One dollar, and you haven't long to fool, either," said the agent, reaching for the piece of cardboard from the slot, expecting a sale.

"Then a person ought to be in here some time before time for her to pull out?"

"Yes. It is better to have a few minutes to go on."

"About how much time do you think is a safe allowance?"

"That depends entirely on the person."

"And how long does it take to run over to Springfield?"

"Some trains run it in 2 1/4 hours, others three hours; but here is your ticket."

"Oh, well, I don't want it now. Some of the folks are going over to Worcester about Thanksgiving, and being I was in today I thought I'd catch on to the workings of things so the folks wouldn't get excited when they come down to go day before Thanksgiving. That's all. Much obliged for the information."—Boston Herald.

"Keeps Nothing to Himself."



OUR CHANCES GOOD

Will Lincoln have a League base ball team next season?

This is a question which thus far no one has answered satisfactorily, probably for the very good reason that no one knows. As stated in THE COURIER a meeting of base ball men was held in Chicago on the 25th of last month. There was a large attendance and the proposed reorganization of the Western league was most enthusiastically discussed. And discussion was about all there was of the meeting.

Among those present were: Henry Kalica and Charles Cushman of Milwaukee, John S. Barnes of Minneapolis, James H. Manning of Kansas City; D. A. Long, of Toledo; and J. T. Brush, of Indianapolis.

Applications for membership in the Western league were received from: St. Paul, Sioux City, Denver, Joliet, Detroit, Columbus, Rockford, St. Joseph, Omaha and Lincoln.

Jimmy Manning, of Kansas City, represented Lincoln in the absence of Colonel T. J. Hickey.

All applications for membership were referred to a committee composed of Chas. H. Cushman, John S. Barnes and James H. Manning. This committee will call a meeting not later than November 10 when it is probable that the organization of the league will be effected.

Inasmuch as Manning is on the committee it is quite probable that Lincoln will receive favorable consideration.

The Chicago correspondent of the Sporting News says that five cities have been selected already, and that they are: Detroit, Columbus, St. Paul, Lincoln and Sioux City.

A representative of THE COURIER called upon Mr. Upham, the general manager of the Lincoln Street Railway company, to ascertain if any definite information had been received in this city.

Mr. Upham said: "The Street Railway company is not moving in the matter, and I really know nothing about the prospects. Colonel Hickey worked up an interest in Lincoln's membership in the Western league entirely on his own responsibility, and I understand that he succeeded in obtaining subscriptions to the amount of \$2,200 before he went away; he will probably be back in a few days."

Taking everything into consideration Lincoln stands an excellent chance of securing a franchise and a first class team next season.

Bob Fitzsimmons has this to say of the coming battle between Mitchell and Corbett. "I do not see why there should be so much speculation over the outcome of the match between Corbett and Mitchell. To my mind I cannot see anybody else in it but Corbett. Of course, Mitchell may put up a little better fight than that of Sullivan's, as he will no doubt enter the ring in condition. Mitchell is too cunning a man to leave any stone unturned to win this fight. I know if Mitchell was fighting me I would be willing to bet that he would not last eight rounds. Why should Corbett allow him to go any further? Corbett is a heavier man by twenty or thirty pounds, but he doesn't seem to be able to deliver a knockout blow.

Looking at both men's records it is simply absurd to consider Mitchell is anywhere near a winner. Compare their records! Mitchell has only fought two finish fights, which were both draws. He fought Jack Burke on a race track in England with bare knuckles for about an hour and they afterward fought numerous draws in England and in this country.

Now, look over Corbett's record. When he was only an amateur he bested Jack Burke in eight rounds easily, and on three occasions he whipped Joe Choynski; he outpointed Jake Kilrain with perfect ease. He easily defeated Dominick McCaffrey, who told me he did not land on Corbett, while he could easily outpoint Mitchell and outpunch him. His long fight with Peter Jackson places Corbett, in my estimation on a higher pinnacle than his defeat of Sullivan.

I feel fully confident that I could have whipped Sullivan in three rounds the night he met Corbett.

Under the rules which Mitchell fights Corbett this time—the Marquis of Queensberry—Mitchell has never fought to a finish. He is a far better London rule general than he is Queensberry. At the latter game a man of Mitchell's build has as good, if not a better chance than one of Corbett's physique. Besides, Mitchell is a good wrestler, and a little bit on the rough and tumble order. His hands are in fair condition, but in his fight with Sullivan in France his knuckles went to pieces and he was unable to finish John L. who was really at his mercy, fighting with one hand, having injured his right arm in the first part of the fight. If I had been in Mitchell's place on that occasion I think I would have been proclaimed champion at the finish.

If my hands were gone I would have wrestled Sullivan a bit and thrown him down, having great advantage over him, as he could only use one arm. Sullivan was demoralized by the cold sleeting

rain and the intense pain from his injured arm, the lack of proper wind and the heavy mud and slush all over the ring. If Mitchell had really been a good man he would have undoubtedly beaten Sullivan that day in France.

I predict that Corbett will come out of his fight with Mitchell with but very little punishment, not even a black eye. He will jab the Englishman constantly with his long left to keep him out of harm's way.

In Corbett's battle with Jackson, which is booked to take place next May, in my opinion it will end in the defeat of the present champion. Jackson I consider the best heavyweight in the world. He is a big fellow, bigger than Corbett in every way, just as clever, and he can punch a mighty sight harder.

Jackson has fought more hard-finish fights under Queensberry rules than any other heavyweight in the world. He beat Paddy Slavin quite easily in ten rounds, and Corbett positively refuses to meet him. The only man who has given him any battle whatever was Joe Goddard, and the latter caught him out of condition, and being only a limited number of rounds it saved Goddard from defeat. Comparing Goddard and Jackson is like the comparison of an artist and a bill poster.

I will fight Corbett or Mitchell at any time, and feel fully confident of beating either of them, but I won't go out of my class for Choynski, or a lot of other second rate fighters, for to defeat them will not increase my reputation in any way to any great extent; neither will I meet Peter Jackson, who I consider the best heavyweight in the world."

He went to the fair on a special day and was crowded and ready to fall. When he came to think he could move the throng.

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